

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.
TO-NIGHT! TO-NIGHT!GRAND SMOKING CONCERT
AND
VARIETY ENTERTAINMENT.
(Under the auspices, and with the kind
assistance of some of Hongkong's Leading
Amateurs).POPULAR PRICES! POPULAR PRICES!!
POPULAR PRICES!!!!LOOK OUT FOR THE AMERICAN
BUSTLER.

FRANK BURTON.

ALL ARE INVITED TO WHAT WILL BE
A CAPITAL NIGHT'S FUN.

PROGRAMME:—

PART I.

1.—Overture (Piano).....Mr. Nat. Ruchwaldy.
2.—Song.....Selected.....Mr. R. F. Lammert.3.—Song....."The
Curtain
drops, the
act is
done.".....Mr. Payce.4.—Song....."Whiskers
Grew.".....Mr. R. Lang.5.—Dance.....Top-boat
Dance.....Messrs Pinching
and Newman.6.—Lecture....."Hastling
Around
the World."
.....Frank Burton.7.—Song....."A Little
and its
ways.".....Mr. C. T. Robinson.

INTERVAL OF 15 MINUTES.

PART II.

1.—Pianoforte Selection.....Mr. N. Ruchwaldy.
2.—Dialects Take off.....The Hustler.

3.—Song....."Down Our Street".....Mr. R. Lang.

4.—Dance.....Stalls.....Messrs "Pinching,
Payce and Newman.5.—Song....."Ups and
Downs of
a London
Lump-
lifter".....Mr. C. T. Robinson.6.—Song....."Only a
Year
Ago".....Mr. A. Headley.7.—Song....."Stand-
ing on the
Corner;
didn't
mean any
harm with
my baby.".....The Hustler.ACCOMPANISTS—Messrs Nat. Ruchwaldy, A. T.
Farr and Pie. Gibbons, R.E.

Popular Prices:—

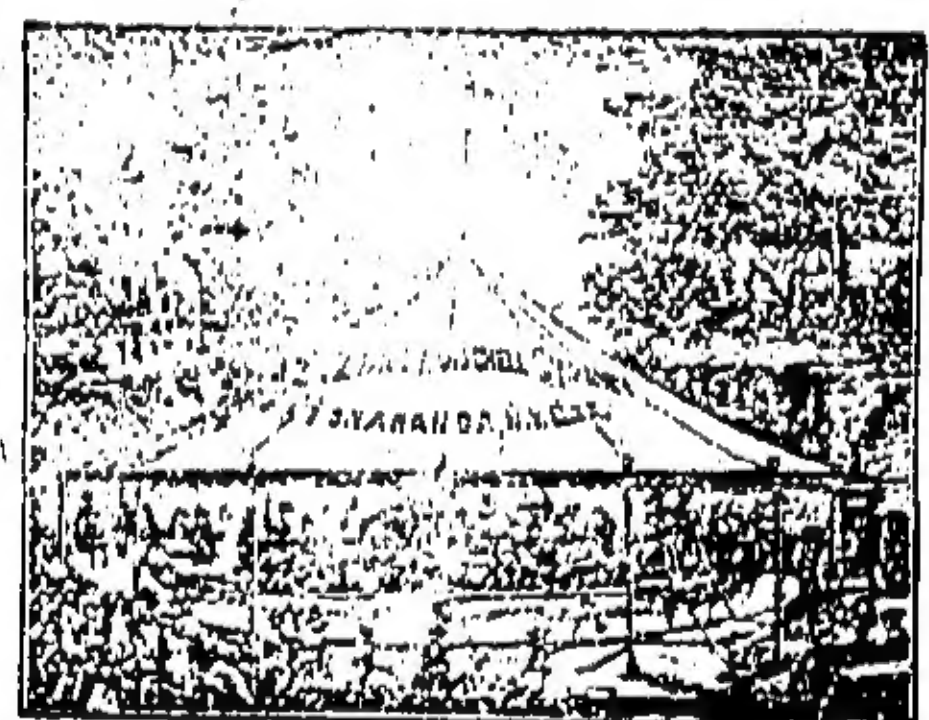
Dress Circle.....\$2.00
Stalls.....1.00
Back Seats.....0.50Doors opened at 8.30 P.M.
Smiling Commenced at 9 P.M., Sharp.

BOX OFFICE at Messrs. W. ROBINSON & CO.

FRANK BURTON,
The American Hustler,
Manager.

Hongkong, 29th August, 1896. [1362]

LAST DAY!

THE MANAGER begs to inform the Public
and those who have not as yet availedthemselves of the opportunity of VISITING
and RIDING on the AMERICAN STEAMRIDING GALLERY that this is positively the
Last Week in Hongkong. Good Music, &c.

CHILDREN HALF-PRICE.

Hongkong, 29th August, 1896. [1332]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Davis, will be despatched for the above
Ports on TUESDAY, the 1st September, at
Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 29th August, 1896. [1365]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MOGUL."

Captain Wright, will be despatched as above on
or about SATURDAY, the 5th September.For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 29th August, 1896. [1366]

To-day's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHOT."

Captain Stott, will be despatched as above on
MONDAY, the 31st instant, at 3 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th August, 1896. [1360]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO."

Captain Cobban, will be despatched for the
above Port on MONDAY, the 31st instant, at
5 P.M.This Steamship has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 29th August, 1896. [1364]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED.VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE & C.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 29th May, 1896. [1427]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Expenses
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."And all signed messages addressed thus will
receive prompt attention.The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1368]

DEATHS.

At "Devon's," Hongkong, on the 28th August,
EDITH SARA SHELTON, the dearly beloved
daughter of A. Shelton and Sarah Hooper; aged
5 years.At Katsurawa, Japan, on 17th instant, CORA
AUGUSTA, the wife of Professor Gairat Droppers.
At Clarence's Hotel, Yokohama, on the 19th
instant, C. E. SCHWYER, Reporter of the *Yokohama
Daily Advertiser*, a native of New York City,
U.S.A., aged 28 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 29, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

THE CRISIS AT ZANZIBAR.

LONDON, August 29th.

Her Majesty's ships *St. George* and *Raccoon*
have arrived at Zanzibar and have landed 250
men. The ships' guns command the palace.
Said Kaid's force numbers 2,500 well armed
men.An ultimatum to Said Kaid demands his sur-
render by the morning, failing which the palace
will be bombarded.BRITISH BLUE-JACKETS CARRY ALL
BEFORE THEM.

LONDON, August 29th.

The Palace at Zanzibar has been bombarded
and reduced to ruins. Said Kaid has fled.
Hamoud, a cousin of the late Sultan, has been
placed on the throne.

RIOTS IN CONSTANTINOPLE.

LONDON, August 29th.

Forty Armenians seized the Ottoman Bank in
Constantinople, killing the guards. Rioting
in other quarters of the city occurred simultane-
ously. Many lives were lost and the shops
sacked.H.M.S. *Dryad* has left Therapia for Constan-
tinople, and the French and Italian guardships
will follow.(From *L'Avantur du Tonkin*.)

THE TSAR'S TOUR.

PARIS, August 17th.

The Tsar will arrive at Cherbourg on the
5th October.

FRANCE INVINCIBLE!

PARIS, August 17th.

M. Méline, at a banquet at Remiremont, said
that France united is absolutely invincible. He
added that the visit of the Tsar would result in
the union between France and Russia being
cemented.

ENGAGED.

PARIS, August 28th.

The Prince of Naples is engaged to Princess
Helene of Montenegro.(From *Yokohama Papers*.)

THE N. Y. K. AUSTRALIAN LINE.

TOKYO, August 18th.

Preparations for opening the Australian line
of the Nippon Yusen Kaisha have been com-
pleted, and the service will be commenced in
October with the *Kinku-maru*.

THE CABINET CRISIS.

TOKYO, August 20th.

Viscount Watanabe, Minister for Finance, will
not reconsider, under any circumstances, his
decision to resign his office. This will seriously
impede the completion of the Budget for next
year, so the entry of Count Matsugata into the
Cabinet as the Minister for Finance has become
more urgent than ever.Objection is being offered in several quarters
to the admission of Count Okuma into the
Cabinet, and Count Matsugata alone will be
appointed for the present.Count Matsugata has informed a friend that in
the event of his joining the Cabinet he would do
so unconditionally, for Marquis Ito was familiar
with his ideas upon the financial affairs of the
Empire and would support his policy.The members of the Jiyu Club (all M.P.s) adopted
a resolution to-day, affirming that in the
event of Count Okuma being admitted to the
Cabinet they would no longer support the
Government, but would, on the contrary, deter-
minedly oppose them.TOKYO, August 23rd.
Marquis Salomon, Minister for Foreign Affairs
ad interim, proposes to resign his post. If he
does so, Count Inouye will doubtless be offered
the vacancy, and in the event of Count Inouye
refusing, Viscount Enomoto, it is believed, will
accept the office. Viscount Shingawa succeeding
Viscount Enomoto as Minister for Agriculture
and Commerce.

FORMOSAN AFFAIRS.

TOKYO, August 19th.

An Imperial Ordinance has been issued to-day,
decreasing that the Custom House Regulations be
enforced in Formosa.The following notification has been issued by
the Governor-General of Formosa regarding the
exchange of Kaping tails:—The ground and
other national taxes in Formosa, which are fixed
to be paid in Kaping tails, will be computed at
the rate of 1.53 4/5 yen per tail.In reply to a question as to the cause of his
stay in Tokyo so long, General Kaitani, Governor-
General of Formosa, has explained that he has
been consulting with the Ministry as to the reform
of administration in the island. He has had under
consideration a scheme to strengthen the civil
and military organizations, to remove official
abuses, and establish all official institutions on
the home model, as all plans in the past have
proved futile. His return to Formosa would be
useless, until the basis of his policy in the
island had been determined.

SUSPICIOUS DEATH AT KURE.

HIROSHIMA, August 18th.

Four petty officers and one sailor have been
arrested in connection with the suspicious death
of a sailor in the depot at Kure Port Admiralty.
They have been tried by court-martial on a
charge of having assaulted the deceased, thereby
causing his death. It is believed that some
naval officers are involved in the case and will
also be court-martialed.

LOCAL AND GENERAL.

LI HUNG-CHANG was due at New York yester-
day.THREE cases of rinderpest in Hyogo prefecture
(Japan) on the 27th inst.The ratifications of the new German-Japan
Treaty will take place early in October.THE V. R. C. Aquatic Sports will be held next
Friday and Saturday. We have not yet seen
the programme.THE Outpost *Ships' List* of the Shanghai Oil
Mill Company, Ltd., closes at 4 p.m. on Mon-
day, the 31st inst.SMOKING concert and variety entertainment at
the Theatre Royal to-night, commencing at
8 o'clock. *Wds. Adv.*MR. Valentine Chirio, special correspondent of
the *Times*, arrived at Yokohama from Van-
couver on the 17th inst.A MEETING of shareholders in the Balmoral
Gold Mining Company will be held at noon on
Tuesday, the 1st proximo.ONLY 19 in the cooler part of this office to-day!
Queen's Road has been like a fiery furnace all
day. Punks, ice, and champagne all the go.It has been decided to institute a lottery of
about £2,600,000 in connection with the Inter-
national Exhibition to be held in Paris in the
year 1900.ENTRIES for the Shanghai autumn race-meeting
(and, 3rd, and 4th November) close to the
Secretary of the Shanghai Race Club at 4 p.m.
on Saturday, the 3rd October.We have to acknowledge receipt, with thanks,
of the *Customs Gazette* for the quarter ending
30th June. This work is carefully compiled, is
full of useful information, and is printed and
bound in a manner that reflects the greatest
credit on all concerned in its production.THE N. C. *Daily News* understand that Messrs.
Ferguson & Co. have official knowledge that
full compensation will be made them for the
loss of their foreshore rights. It mentioned some
days ago that Sir Claude MacDonald had made
this stipulation with the Tungshu Yama.It is reported that a M. L. Griff has been
appointed Editor-in-Chief of *Courrier d'Han-
gkong*, and that he has demanded of M. Laysse,
Manager of *Echo du Tonkin*, either the retri-
bution of statements made in an article published
on the 15th instant or satisfaction *par les armes*.
Boy! Pistols and coffee for two!At the Magistrate's this morning, before Comdr.
W. C. H. Hastings, Acting Police Magistrate,
Gregoria Legoris, barber, was charged by
Domingo Remontado with stealing £10 from his
purse. Mr. Reccs appeared for defendant and
Mr. Bowley for the prosecutor. The case stands
remanded till Wednesday, the 2nd proximo.In his *Ships' List* issued at noon to-day Mr.
Erlich Georg writes: Hongkong and Whampoa
Dock shares:—"The market closes very firm
with sales at 186 per cent premium for cash, and
there are no sellers under that rate. The
steamer *Gailla*, which has been ashore in the
Straits of Shimonoseki, has been undergoing
temporary repairs in Nagasaki, and is expected
here for an extensive overhaul. I also hear that
several Japanese steamers are coming here for
repairs, the docks in Japan being fully employed
and unable to accommodate them."THUS the *Foochow Echo* of 22nd August
"Conference" rates:—"The rates of freight
demanded and, unfortunately, obtained here by
that leech-like combination commonly known
as 'The London Homeward Conference,' are
considered monstrous when compared with those
which the same clique accepts—willingly or
unwillingly does not alter the position—
Ceylon. To demonstrate the point most clearly
the following figures, culled from recent and
reliable sources, are given:—*Batuli* and *Glen-
garry* sailed from Foochow on the 17th and
18th June, 1896, respectively, having loaded tea
here at 35/- net per ton of 40 cubic ft., or equal
to 45/- net per ton of 50 cubic ft. These two
steamers called at Colombo on their homeward
voyages and sailed thence on the 7th and 13th
July with tea loaded there at 25/- per ton of 50
cubic ft., or 10/- per ton of 40 cubic ft. This
means in plain figures that Foochow teas bear
a tax of three-eighths of a penny per lb. In the
face of this we cannot see how Foochow teas can
ever compete with those of British growth.THUS the *N. C. Daily News* of the 25th inst.:—
The change that has come over diplomatic
methods in the last year or two, in the way of
the democratization, is very striking. When the
treaty with Japan was revised, and virtually a
new treaty made, of the most vital importance
to every British subject in the country,
no attempt was made to consult the British
residents in Japan. It was first agreed to, and
then they were allowed to know the fact, when
their protests were too late. China merely pro-
posed to get her tariff altered, in order that she
may be able to pay her debts, but a new system
has come in, and while Lord Salisbury tells the
Chinese Envoy that he is in favour of the in-
crease in principle, he adds that he must consult
the Chambers of Commerce at Shanghai and
elsewhere before giving his consent. This is
emphatically as it should be. In the old days
we were served up without even knowing the
sauce—that was to go with us: now we are
allowed a voice, and we can trust the Chamber
of Commerce and the China Association to make
it an audible voice.His Excellency the United States Minister and
Mrs. Denby arrived in Peking on the 10th inst.,
says the *Peking and Tientsin Times*, but not
without undergoing a most trying experience, of
which Consul Sheridan P. Read supplied the
following details:—On Saturday, at 10 a.m., the
launch passed a projection of land and went off
suddenly to the left at an angle of 45 degrees
towards Colonel Denby's two boats in tow.
When the first boat, in which were Colonel and
Mrs. Denby, reached the projection it struck
with great violence and immediately capsized.
The boat did not, fortunately, turn completely
over. Mrs. Denby suddenly found herself
entirely submerged, but came up and sprang to
the side and hung there. The water was above
Colonel Denby's waist. The other boat then
came to the rescue. The boatmen tore away
the window frames, and after some difficulty
succeeded in dragging Colonel and Mrs. Denby
up over the side. Mr. Denby jumped from the
side of the boat into the water over her head and
was dragged ashore. Colonel Denby waded
ashore with difficulty. It is to be regretted that
many valuable dresses and other articles belong-
ing to Mrs. Denby were ruined, as her boxes
remained under water for some hours. Minister
Denby handed to the captain of the launch a
letter for the Viceroy expressing the hapless
grievance from all hands.THE Mission steam-launch *Day Spring* will
call alongside any vessel holding the answering
pennant, between 9 and 10.30 a.m. on Sunday,
to convey men ashore to the 11 o'clock service,
returning about 12.30 p.m.DURING the debate in the House of Commons
on the 27th ultimo on the motion for the second
reading of the Uganda Railway Bill, Hon. G. N.
Corson, the Under Secretary for Foreign Affairs,
replying to the criticisms passed on the measure
by Mr. Labouchere, said one thing was certain
and that was that if Great Britain did not build
a railway from the coast to Lake Victoria Nyanza,
Germany would certainly embark on that enter-
prise and reap the commercial benefits which
would accrue from it.ON the 24th ultimo the Chevalier and Mme. de
Kootski were officially received by the Mayor at
the Town-hall, Sydney. At the close of the reception
Mr. Wiegand entertained the distinguished artists
with an impromptu organ recital, playing Bach's
Toccata and Fugue in D minor, Jules Grison's
Communion in F, and an improvisation of
national songs, with variations, to enable the
manifold resources of the instrument to be heard
to advantage. The Chevalier expressed the
opinion that he had no recollection throughout
his whole career of having heard a finer organ.
During the afternoon the veteran pianist and
composer attended the complimentary band per-
formance given in Hyde Park, under the direction
of Brigade Bandmaster Hutchinson.THE Royal Engineers' Variety Club will give
another of their popular variety entertainments
in their bijou theatre, Wellington Barracks,
this evening, and on Tuesday, the 1st proximo,
commencing at 8 p.m. each evening. The
following is the programme:—

PART I.

1. Overture....."Washington Post March".....Orchestra.
2. Song....."Dear old China".....Sapper Chivers, RE.
3. Song....."The Merry Old England".....Sapper Rogers, RE.
4. Song....."The Merry Old England".....Sapper Rogers, RE.
5. Song....."The Merry Old England".....Sapper Rogers, RE.
6. Song....."The Merry Old England".....Sapper Rogers, RE.
7. Song....."The Merry Old England".....Sapper Rogers, RE.
8. Song....."The Merry Old England".....Sapper Rogers, RE.
9. Song....."The Merry Old England".....Sapper Rogers, RE.
10. Song....."The Merry Old England".....Sapper Rogers, RE.

PART II.

1. Overture....."The Merry Old England".....Orchestra.
2. Song....."The Merry Old England".....Sapper Rogers, RE.
3. Song....."The Merry Old England".....Sapper Rogers, RE.
4. Song....."The Merry Old England".....Sapper Rogers, RE.
5. Song....."The Merry Old England".....Sapper Rogers, RE.
6. Song....."The Merry Old England".....Sapper Rogers, RE.
7. Song....."The Merry Old England".....Sapper Rogers, RE.
8. Song....."The Merry Old England".....Sapper Rogers, RE.
9. Song....."The Merry Old England".....Sapper Rogers, RE.
10. Song....."The Merry Old England".....Sapper Rogers, RE.

PART III.

1. Overture....."The Merry Old England".....Orchestra.
2. Song....."The Merry Old England".....Sapper Rogers, RE.
3. Song....."The Merry Old England".....Sapper Rogers, RE.
4. Song....."The Merry Old England".....Sapper Rogers, RE.
5. Song....."The Merry Old England".....Sapper Rogers, RE.
6. Song....."The Merry Old England".....Sapper Rogers, RE.
7. Song....."The Merry Old England".....Sapper Rogers, RE.
8. Song....."The Merry Old England".....Sapper Rogers, RE.
9. Song....."The Merry Old England".....Sapper Rogers, RE.
10. Song....."The Merry Old England".....Sapper Rogers, RE.

"DONE ON BOTH SIDES."

1. Overture....."The Merry Old England".....Orchestra.
2. Song....."The Merry Old England".....Sapper Rogers, RE.
3. Song....."The Merry Old England".....Sapper Rogers, RE.
4. Song....."The Merry Old England".....Sapper Rogers, RE.
5. Song....."The Merry Old England".....Sapper Rogers, RE.
6. Song....."The Merry Old England".....Sapper Rogers, RE.
7. Song....."The Merry Old England".....Sapper Rogers, RE.
8. Song....."The Merry Old England".....Sapper Rogers, RE.
9. Song....."The Merry Old England".....Sapper Rogers, RE.
10. Song....."The Merry Old England".....Sapper Rogers, RE.In his *Weekly Ships' List* issued at noon to-day
Mr. Erlich Georg writes:—Business during the
week has been fairly active, although no very
large transactions have taken place, except per-
haps in Docks and Steamboats. Rates have
been fairly maintained in most cases, although
the approaching heavy August settlements have
influenced the market to some extent. It is
generally believed that with the beginning of Sep-
tember a healthier feeling will set in. *Banks*—
Hongkong and Shanghai have found purchasers
at small lots at 185, 184, and 183 per cent
premium, the market closing weak at the latter
figure. The London quotation is unchanged.Shipping:—A rather considerable business has
been done in Hongkong, Canton, and Macao
Steamboat shares at \$131 and \$331 cash (nearly
all at the latter rate), also at \$341 for 31st
December, and at \$35 and \$341 for 31st January
next. A few cash shares are still on the
market, but time shares are difficult to obtain.
China and Manilla remain firm with buyers at
\$71, and no shares seem to be on the market
under \$72. Douglases have weakened a bit,
and sales at \$64 have been effected, at which
rate there are buyers. *Mining*:—*Empire* sold
as high as \$141 for ordinaries, but since the
publication of the report of the Mining Manager
for July which has caused some slight disap-
pointment amongst holders the stock, it has been
sold at \$141, \$14, and \$141, closing weak at the
latter rate; preference shares continue in
demand at \$3.80, but holders will not part with
the stock at that figure.ONE of the peculiarities of South Africa appears
to be the easy colloquial familiarity with which
local statesmen express their

own gardens. Cocoanuts were planted from time to time as seed-nuts were obtained; and, afraid to put all his eggs in one basket, Mr. Pryer opened a second estate on the Kabei, a river running into the head of Sandakan Bay, and planted coffee (besides other things) there in January, 1893. Amongst other hostile remarks in London, it had been prophesied that the labour supply would be insufficient, especially for coffee picking, and that ill-health must result from opening up virgin forest land in the tropics; but Mr. Pryer believed that the free labour system (near a base of labour-supply such as Sandakan) would give him all the labour (particularly the women and children for picking) that he could want; while he hoped that his experience in opening up new districts would enable him to maintain good health amongst his people. In these anticipations results prove he has been fully justified, for whenever labour has been wanted has always been forthcoming, either for day wages or for piece work, or long contracts, the people coming up to his estates in their own boats and after a time bringing up their families and settling them in houses built by themselves in their own gardens, while the health of the workers has been excellent throughout.

Everything grew and thrived and bore fruit in its season; sometimes before its season. The labourers are happy, healthy, and prosperous, and the increasing crops and extension of cultivation attract settlers continually, who not infrequently bring money with them for investment in the gardens. So far there has been hardly anything that could be termed failure; there is plenty of Manilla hemp growing, but there has been an insufficient supply of skilled labour to deal with it. This difficulty, however, is receiving attention and will be surmounted. Beyond this, and a comparative failure due to the Japanese, who do not seem able to stand the tropical sun so well even as Europeans, everything has gone on exceedingly well and in a highly creditable manner.

The amount of money spent by the Development Corporation has been both comparatively and actually small, but the results are not to be spoken of as gardens or plantations. It is a country that is being made. There are miles of roads and pathways, field after field of coffee, groves of cocoanuts, settlements of natives of various nationalities, including Chinese, and patch after patch of Manilla hemp, fruit trees, sago, bananas, vegetables, and other products. Fat little cattle are seen feeding on the grass beneath the fruit trees and tall cocoanut palms; every Hakka house has a well kept, and well occupied pig-stye near it; the fruit of various kinds finds ready sale in Sandakan; numberless naked urchins gambol about near the houses, most of them holding in their hands a baked sweet potato or a banana, a piece of sugar-cane, a cob of corn, or a piece of tobacco; while the crash of falling trees in the distance denotes where the forest is making way for further extensions of what promises to be a very flourishing and very important group of estates.

The following are actual results of the coffee planted on the Byte Estate, 170 acres of land, the year counting from 1st November, 1894, and the crop computed in clean marketable coffee:

Period	Coffee (cwt)
Before the 24th month of August	1 65
From 25th to 30th "	40 2
" 31st to 36th "	130 35
" 37th to 42nd "	220 10

Each month's coffee is sold immediately on its arrival in Sandakan; the money is paid down on the nail, and at once sent to the estate to meet the month's expenses. The results as far as settlers go are—Villages of West Coast, Malays and Kadazans, Sambas and Tootong people, Straits, Malays, Soobos, Chinese Hakkas, Banjarers, Javanese, and Manillans. The villages stand amongst groves of cocoanuts, betel, and fruit trees of all kinds, already beginning to bear. The Hakkas are, perhaps, the most important of the settlers and may be expected in time to almost monopolize the country; not that the others will fall off in number, but because the Hakkas increase much faster than the others. The climate evidently suits them admirably, for there has been only one death amongst them in four years, while there have been numerous births, and more of this hardy race of people arrive by nearly every steamer from Hongkong.

Mr. Pryer's aim is to extend his coffee gardens across from the Byte to the Kabei (a distance of some 9 miles) and make a good road down the centre, while the people shall, he proposes, live on the hills facing the sea, which he also intends to convert into one continuous coconut grove, with a carriage road through it, joining the Sandakan main road to the south of his promising estates.

For some 60 or 70 miles west of Kabei the land is similar in character—rich soil and undulating plains suitable for coffee, copra, cocoanuts, Manilla hemp, cotton, and other tropical products. Having carried out the first part of his programme, Mr. Pryer believes that the impetus so given will be accelerated at such a pace that at no distant date the 60 miles of forest to the westward will be brought under permanent cultivation, and that ultimately all North Borneo will be developed in this way and a series of flourishing plantations will extend from the Byte and Kabei estates all over North Borneo, or the major portion of it, at all events.

At present there are in hand contracts to plant up two blocks of 50 acres each with coffee for Hongkong people and 50 acres of cocoanuts, smaller lots, and it is proposed to put up the price of land in the district shortly. The present price is only \$4 per acre, with 20 cents an acre per annum ground rent. Contracts for planting coffee are made at \$40 an acre; cocoanuts \$25 per acre.

There are now between 700 and 800 people on the Byte estate, of various nationalities, and not a single contable. All of them are prosperous and contented, and are only too glad to work quietly for their living and be allowed to live in peace, far from the meddling throng.

CHINESE.

PROPOSED TAX ON ARTICLES MANUFACTURED IN CHINA.

COPY OF A MEMORIAL TO THE EMPEROR FROM THE TSUNGLI YAMEN.

[Shanghai Shalepao, 11th August, 1896.]

Your servants, the Ministers of the Tsungli Yamén, on their knees present a Memorial with regard to the settlement of the tariff on manufactured goods, in order to maintain due regard for the public revenue and to secure substantial profit. Prostrate, they pray for the sacred glance on the memorial which they have reverently prepared.

We would observe, with regard to the manufacture of goods by machinery at the various Treaty Ports, as, for instance, the cotton manufacture and silk filatures in the South, and the manufacture of grape wine in the North, that on several occasions the Superintendents of Trade for the Northern and Southern Ports have memorialised requesting that such produce shall only pay the export duty, or they have requested that both Customs Duty and Likin be remitted for some years, the intention being to benefit the people at the expense of the Government in the hope of giving an impetus to trade. At the time there was no express stipulation regarding the manufacture of goods by foreign merchants and it was deemed advisable to act in accordance with the exigencies of affairs. After the conclusion of the Treaty of Shimonoseki, foreign merchants of all nationalities were empowered to manufacture native produce. As former Treaties do not provide for this contingency, it is imperative to devise some equitable mode of action calculated to arrest the drain on the country's resources, and to deprive (foreigners) of a pretext (for demanding the abatement or abolition of duties) at the present moment. Japanese merchants are buying land in Shanghai for the erection of factories, and the merchants of other nationalities are also establishing factories in great numbers. Thus, in the twinkling of an eye, steam factories are established at the Treaty Ports as thick as trees, and commodities of all kinds overflow. Those who enjoy the advantages accruing from these manufactures should also incur the responsibility of paying duties. In the case of a new undertaking like this it is very necessary to settle uniform tariff regulations without making distinctions in virtue of which some may pay heavier and others lighter duties; so that it may be easy for all to conform therewith. We find that foreign merchants importing foreign produce pay, in the majority of cases, an import duty of 5 per cent. On sending the goods into the interior, a further transit duty of 2.5 per cent is charged. Foreign merchants purchasing native produce in the interior under Transit Pass pay in addition to the export duty the half or transit duty, after which they are at liberty to export the goods. Foreign merchants carrying produce for sale whether for import or export, pay no further duties beyond the Customs duty and the transit duty; but native produce which has not yet reached the foreign consignee, and foreign produce which has been delivered to the native purchaser must both pay Likin to supply the deficiencies in the revenue. Moreover, where goods are manufactured by machinery (in China), lighters, freight, insurance, and cooie hire are all added, less capital is required, and profits are abundant. Your memorialists having deliberated together would suggest that, leaving the Viceroy and Governors of the various provinces to fix the amount of the *thelot shai* and Likin due on native produce at the place of production; manufactured produce, whether Chinese or foreign, should, before it leaves the place of manufacture, pay double the duty of five per cent prescribed in the case of foreign exports, so as to supplement the Likin payable in the interior. This amounts to a duty of 10 per cent. Hereafter, whatever be their destination, all goods will be exempt from Likin, the gain in duties being returned to the public. So that the public will remain at its present figure. At present funds are unusually scarce, and liabilities multifarious. This is not an extravagant project to "mend the fold when the sheep has gone," but the intention is "to make use of the guest (foreigner) in order to establish the host (China)." The native merchant eats the produce and dwells on the soil of China and should know how difficult it is for the Government to devise expedients. The goods of the foreign merchant find a ready market, and it is only right to have in view the same treatment for all.

Should your Imperial Majesty's agents be received, memorialists will communicate with the Superintendents of Trade for the northern and southern ports, desiring them to direct the Superintendents of Customs to take uniform action in accordance with the above suggestions. In duty-bound we present this memorial reverently prepared forth for the proposed tariff regulations to govern manufactured goods. Prostrate we pray for your Majesty's sacred glance thereon and that you may be pleased to let us know your pleasure. A reverent memorial.

SIR ROBERT HART'S MEMORANDUM. Furthermore—The following representation has reached the Yamén of your memorialists from Sir Robert Hart, the Inspector-General of Customs—

"Since China has been opened to foreign trade, goods coming from or going into the interior either paid Likin, or transit duty. Foreign merchants' goods going into the interior, having paid the transit duty, are exempt from transit duty certificate, thereupon being exempt from paying Likin on route. This procedure applies equally to both Chinese and foreign merchants. Native produce coming from the interior under Transit Pass is exempt from Likin en route, and is only under the necessity of reaching a port to pay the transit duty, after which it is exported. This privilege is confined to foreign merchants and Chinese merchants are not entitled to it. But if *frankly* happens that Chinese merchants fraudulently induce the various foreign firms to purchase and bring down native produce, their object being to evade the payment of Likin. This produce is not exported to foreign countries, the result being that honest trade and the Likin revenue of all the provinces both suffer alike. If it is wished to put a stop to this abuse, the only thing to do is to allow Chinese merchants to take out transit passes for the same way as foreign merchants, so that they can buy native produce and convey it to the ports. Thus a stop will be put to the spread of corrupt practices, and by the same means the revenue will be brought to a flourishing condition. A memorandum is herewith enclosed for your perusal."

The memorandum contains a request for the adoption of the procedure laid down in the Chinese Customs regulations now in force; that is to say, when a merchant takes out a transit pass, he has to enter into a recognisance to the effect that if the goods do not reach a port within the time allowed, he shall forfeit the amount of the duty. On the goods reaching the port, he shall deposit three times the amount of the duty. If the said goods are duly exported to a foreign country, the export duty and the transit duty shall be deducted from the deposit, and the balance returned to the

merchant. Should the goods in question not be exported to a foreign country, the entire deposit shall be paid over to the Likin office.

THE FORMOSA COURT-MARTIAL CASES.

Kobe, August 19th.

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HIGH-HANDED PROCEEDINGS OF RUSSIAN OFFICIALS.

BRITISH AND AMERICAN SEALERS LINGERING IN SIBERIAN DUNGOONS.

A copy of the *Kobe Chronicle* of the 20th inst., which reached this office this afternoon, contains the following correspondence respecting the maltreatment by Russian officials of the British and American members of the crew of the sealing schooner *Satpna*, who are now lingering in Siberian dungoons. How the letter got out of the Russian post is not stated, but here it is just as it appeared in our *Kobe* contemporary—

SIR—The following letter has just arrived and may be of interest to you.

Yours, A.B.C. Vladivostok, August 2nd. On October 30th, 1895, we arrived at Robben Island in Okhotsk Sea, and 30 men including Captain and mate went ashore and captured fur seals. On November 4th, owing to threatening weather, captain and mate went aboard and took schooner to sea for safety, leaving us orders to do nothing till they returned. On morning of November 5th Russian steamer *Yakut* arrived and took us prisoners, sailing at once for Vladivostok without the schooner. Arriving here we were placed in Police Station in a room with 201, which already contained a dozen Chinese and Koreans and 4 or 5 Russian sailors. The place was filled with bugs and lice and we were two full days there without food. After being there we were given more room and fed, but were 21 days sleeping on the bare floor with only an oilskin coat for bedding. On December 5th we were shifted to *prison proper* and put in a room by ourselves, that is as regards human company only, for we soon found we were obliged to support large bands of "stock" which we could not in any way dispose of, try as we might.

On December 20th a prosecuting attorney took our evidence in prison office and on January 30th, 1896, we went to Court and stated that said evidence was given voluntarily. On January 24th we were formally tried and sentenced to five months' imprisonment at the expiration of which term we were to be "sent abroad" (the words of the Court Interpreter).

We got through the term much more comfortably than we expected owing to the kindness of three gentlemen in town who helped us greatly in many ways, and but for them our lives would have been miserable in the extreme. In May, just previous to the Coronation, we heard a rumour to the effect that our case was being retried by a higher Court. The Judge of this place having protested against the first sentence and recommended 18 months as the proper thing. On May 30th we were visited by the Flag Officer of U.S.S. *Olympia* in company with the Superintendent of Police of Vladivostok who said, on being asked, that he represented the Governor. We told the Flag Officer of the "rumour" and he asked the Superintendent about it, he replying, "No, there will be no further trouble for these men, they will be set free on June 24th and looked after till they are sent away." Of course this appeared all right to us and we went on as usual till June 24th when we were not set free. We wrote to the Governor and got no answer, so we were left to believe that the "rumour" had something "in it."

We asked a band of officials who visited the prison on July 4th why we were not officially informed of our case and were told by an Inspector, who could speak a little English, that it was not necessary for us to know anything about it as they knew it all.

We then resigned ourselves and lived on hopes, and black bread, till July 31st, when we were taken to Court and informed that the Court of Appeals in Irkutsk had sentenced us to 18 months from April 1st, 1896, with no new charge or evidence but just by the way on "no harm-like," as it seems that Russian law provides for such penalties on the part of so-called "Prokurors" (Judges).

This will give us a total sentence of 30 months and 8 days after the courts have decided that 18 months is sufficient, and we expect they are well pleased with their own judicial cleverness.

When this term is finished we shall not be surprised to find another ready to be imposed, and so on indefinitely.

Those of us who are willing to have their names appear as follows—

F. B. HILL, JAMES MAHONY, JAMES MCCARTHY, JAMES RILEY, HENRY ROSE, CHAS. NELSON, HARRY CARLSON, ANDREW ANDERSON, EDWARD LARSEN, CHAS. EVANS, ALEXANDER LERACHE, STEPHEN BRENNAN, ANTHONY WILSON, CHAS. CAMPBELL, JAMES WILSON, EDWARD HOWE.

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PROGRAMME OF THE SHANGHAI AUTUMN MEETING, 1896.

MONDAY, TUESDAY, AND WEDNESDAY, 2ND, 3RD, AND 4TH NOVEMBER.

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Clarks of the Course—F. A. YACCOUGH, Esq. Secretary—GUY D. B. BLAWELL, Esq.

FIRST DAY.—MONDAY, 2ND NOVEMBER.

THE JOCKEY CUP; value, Tls. 100; second pony, Tls. 25; for China ponies that have never won a race; to be ridden by jockeys who have not had more than two winning mounts; non-winners allowed 5 lbs.; winners of one race, weight for inches as per scale; winners of two races, 7 lbs. extra; entrance, Tls. 5. One mile.

THE MAIDEN STAKES; value, Tls. 500; second pony, Tls. 100; third pony, Tls. 50; for China ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

THE MALOO PLATE; value, Tls. 150; second pony, Tls. 50; third pony, Tls. 25; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.

THE CHURN CUP; value, Tls. 150; second pony, Tls. 50; third pony, Tls. 25; for more than five starters; for China ponies; weight for inches as per scale; griffins at date of entry allowed 20 lbs. entrance, Tls. 5. Two miles.

THE LOTTERY STAKES; for all China ponies; value, Tls. 200, added to a sweepstake of Tls. 15 each; forfeit Tls. 5 if declared on or before the date of closing the entries for the autumn meeting, when the balance Tls. 10 is to be paid, and the name and colour of the pony declared. The stakes will be divided as follows—first pony 70 per cent, second pony 20 per cent, and third pony 10 per cent; weight for inches as per scale; griffins having arrived in Shanghai on or after 1st August, 1896, and have bought at public auction by a member of the Club allowed 7 lbs.; griffins purchased prior to above date and all ponies that have run and not won a race, and have not been placed in any race of 12 lbs or over allowed 4 lbs.; no ponies qualified to run unless entered at autumn meeting, other than in the Grand National Sweepstake. One mile a half. Nominations transferable.—Closed on 1st July; 51 nominations.

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THE WHANGPOO STAKES; value, Tls. 150, added to a Sweepstake of Tls. 5 each; second pony, Tls. 50; for China ponies, being *bona fide* griffins at date of entry; weight for inches as per scale; winners of a race, 7 lbs. extra. One mile and a half.

THE FAIR-WAY CUP; value, Tls. 150; second pony, Tls. 50; for China ponies that have not won a race; weight for inches as per scale; griffins at date of entry allowed 5 lbs.; entrance

Intimations.

APPETISING COOKERY,

that great desideratum, is readily and economically attained by the use of

BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &c.

A SAVOURY SANDWICH

is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty little far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

PRICES CONSIDERABLE REDUCED BY

WATKINS & CO., Sole Agents.

Hongkong, 28th August, 1896.

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES

FOR

MILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

BRITISH MARITIME MARINE
OFFICERS' ASSOCIATION.

NOTICE OF REMOVAL.

THE ROOMS OF THE BRITISH MARITIME MARINE OFFICERS' ASSOCIATION are now situated at No. 4, BLUE BUILDINGS, WANCHAI, and are READY for the use of MEMBERS.

WALTER CANDLER,
Secretary.

Hongkong, 25th August, 1896.

LAND AND SEA MAY LIE
BETWEEN YOU ANDCHICAGO,
U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Pools on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 24 pound book, 700 pages, 13,000 illustrations, 40,000 descriptions—invaluable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co.,
111 to 113 Michigan Ave., Chicago, U.S.A.

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Boutillier, will be despatched as above on or about SATURDAY, the 5th Sept.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARI,"

Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on THURSDAY, the 10th September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1896.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain Dwyer, will be despatched for the above Ports on or about the 18th September.

For Freight or Passage, apply to

DODWELL CARLILL & Co., Agents.

Hongkong, 28th August, 1896.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"HATTAN,"
Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 30th instant, at Daylight.For Freight or Passage, apply to
DOUGLAS LAURA & Co., General Managers.

Hongkong, 29th August, 1896.



NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.
THE Company's Chartered Steamship."KNIGHT OF ST. JOHN,"
Captain A. H. Bille, will be despatched for the above Ports on MONDAY, the 31st instant, at Noon instead of as previously advertised.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 28th August, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship"TAIYUAN,"
R. Nelson, Commander, will be despatched on MONDAY, the 31st instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"

Captain St. John George, will be despatched as above on MONDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th August, 1896.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"

Captain Strick, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th August, 1896.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"ELAX,"

Captain Baker, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 28th August, 1896.

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belito, will be despatched as above on WEDNESDAY, the 2nd September, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 26th August, 1896.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 1st August, 1896.

FOR BALTIMORE.

THE 3/3 A. I. I. American Ship

"ISAAC REED,"

Captain F. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 1st August, 1896.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

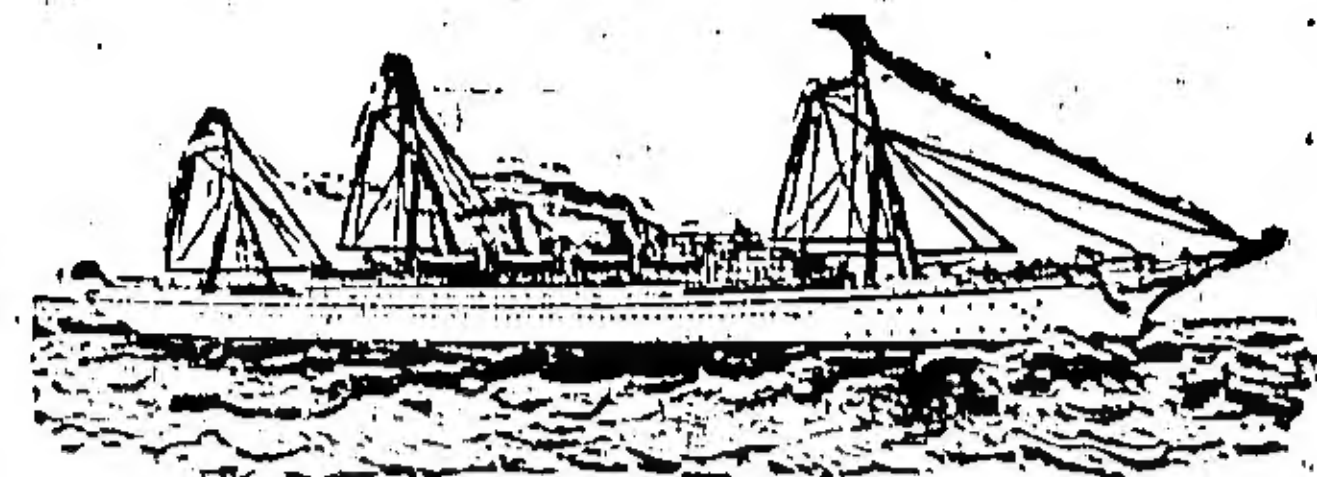
CARLOWITZ & Co., Agents.

Hongkong, 28th August, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 12th August, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Sept., at Daylight.

Pera (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Sept., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 8th Oct., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 3rd September, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAFFERTY'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND P. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Shannon*, leaving that Port on the 3rd Oct. for London direct.

Suez and Valparaiso, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1896.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK, with its numerous Geysers, is reached by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO PACIFIC \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 4.45 | Sunday | Sept. 13.

Victoria 3.15 | Monday | Sept. 21.

Olympia 3.55 | Friday | Oct. 9.

Braman 3.50 | Tuesday | Oct. 27.

Tacoma 3.50 | Friday | Nov. 13.

THE Steamship

"TACOMA,"

Captain Whistler, R.N.R., sailing at Daylight, on SUNDAY, the 13th September, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), via AMOY, FOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL CARLILL & Co., General Agents.

Hongkong, 29th August, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Tuesday 15th Sept.

Prinz Heinrich Tuesday 15th Oct.

Prinzess